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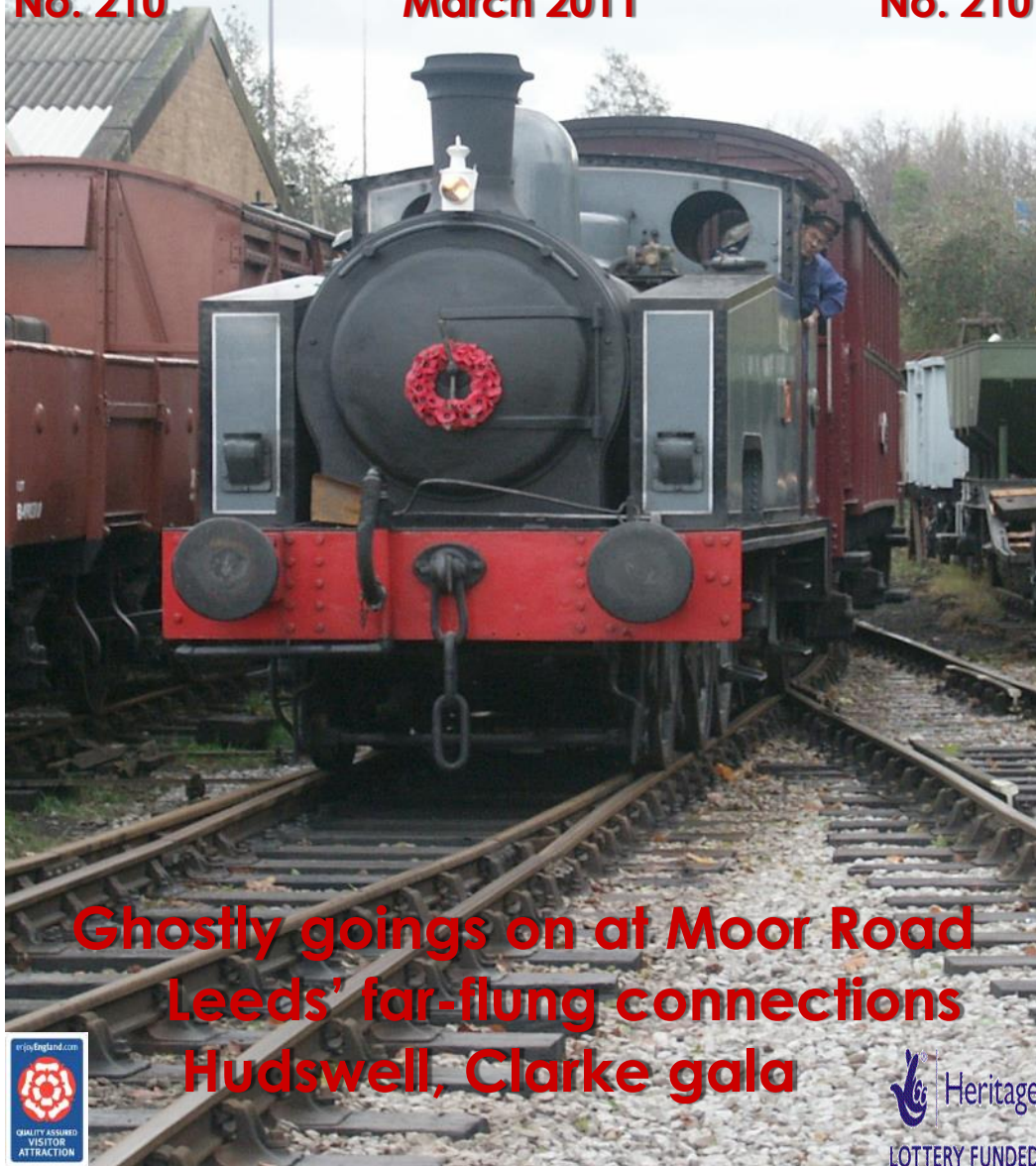
# OLD RUN

Journal of the Middleton Railway Trust

No. 210

March 2011

No. 210



**Ghostly goings on at Moor Road  
Leeds' far-flung connections  
Hudswell, Clarke gala**



 Heritage  
LOTTERY FUNDED

# Old Run

No.210  
March 2011

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Special thanks to those who have provided copy for this issue.

A new year and a slightly new look to the *Old Run*.

We look forward to the Hudswell, Clarke 150th anniversary of the first-locomotive-to-be-built gala in June.

Thanks to all who have sent in articles and photographs this time. But a plea here for more people to please send in material—we are a little short on copy and could do with a few more contributions please. It's your journal, so over to you!

**Deadline for the next issue is 15 May 2011**

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## Front cover

**Remembrance Day, 14 November 2010—Hudswell, Clarke  
0-6-0T MSC 67 (1369 of 1919) arrives at Moor Road station  
from Park Halt**  
(Andrew Johnson)

© Middleton Railway  
Trust Limited

## From the Chairman From the Chairman From the

The Santa season is now behind us and I can report that we exceeded expectations, despite the weather. There is a more detailed report in this issue regarding the Santa Trains, but, can I say how refreshing it was to see new faces come into the Railway and helping. I worked alongside these new volunteers and they were great; they had to be, working in temperatures of -8C!! A big 'thank-you' to you all.

You can be forgiven for thinking we have been having a rest since then, but that is not so. As soon as we finished running on the 2<sup>nd</sup> January, plans were put into action to lift seven sections of track up near Park Halt. This was the remaining part of the line still having wooden sleepers and needless to say, after 50 plus years they were past their best. Again, we have had an excellent turnout of volunteers and the work is well advanced. As I write this in the last week of February, all the track has been replaced and ballasted. The final packing of the ballast with Kango-hammers will be completed by the time we re-open in April.

Not every volunteer has been working on the track. Work has continued apace in the workshops and the Y7 is nearing completion, as is Austin's No1. Whilst we have many active volunteers coming and helping at Moor Road in many different

ways, there are still opportunities to help the Railway. Please call in and pick up a bunch of 2011 leaflets and take them to your dentist's, doctor's, local chippy - anywhere where you think there may be an interest. We just do not have the money to spend on advertising, so this is an excellent way to do a bit for the Railway. Of course this applies to all volunteers, so please, come and get your leaflets from the Ticket Office.

I hope our distant members in particular will have welcomed the new website with more pictures of what is happening, you can also follow us on Twitter. The Railway is keen to utilise leading edge technology to its benefit, and Council has recently approved a Social Networking Policy to safeguard our interests in this arena. We are now experimenting with Smart Phones to try and attract new audiences to the Museum using two dimensional bar-codes. We believe we are the first museum outside of Japan to do this, another "first" for Middleton?

If you have a smart phone (3G) then download the free App. OOKL and see the Railway on there.

*Andrew Gill,*  
**Chairman**

# Fowler diesel gets HRA Award

## Fowler diesel gets HRA Award Fowler diesel gets HRA

The Middleton Railway has been given the newly introduced Heritage Railway Association Interpretation Award for its "inspirational transformation of an unfashionable and unwanted derelict Diesel locomotive into a key display exhibit which adds greatly to the educational experience being propoted\* by the Middleton Railway Museum",

and to give credit to Alan and Malcolm Johnson, Kris Ward who helped a lot, plus others, including Neil Carmichael, and of course David Cook who did the excellent display work.

The Award was received by David Cook at the HRA's annual meeting on 5 February 2011 at Swindon. **FOR**

*\* Propoted is a word not in the OED but apparently denotes "displayed with the parts labelled to interpret the exhibit so that the public can understand it". Many of the items on the loco are labelled on magnetic strips, and these strips enable the information to be placed onto the ferrous surfaces without damaging the paintwork. These were prepared by David Cook and the loco is currently displayed in the Engine House next to the shop. (Ed.)*



The  
Editor

Fowler 0-4-ODM 390002 of 1945 taken on 21 April 2010 (Kris Ward)

## Hunslet's bog railway locomotives Hunslet's bog railway lo

After extensive proving trials the Hunslet Engine Company was successful in obtaining an order on 23rd January 1962 to supply locomotives of this "Wagonmaster" design. The first 0-4-ODM locomotive was despatched from Leeds fully erected on 8th November 1962, and the initial batch of twenty-five was completed just over twelve months later. A second batch of twenty-eight was ordered on 30th December 1963 and delivered between 30th June 1964 and 30th September 1965. The Hunslet works numbers are 6232 - 6236 (1962), 6237 - 6256 (1963), 6304 - 6311 (1964) and 6312 - 6331 (1965).

Weighing some 72 tons in working order, these 0-4-0 diesel hydraulic locomotives are driven by a 6-cylinder Ford 590E diesel engine developing 80hp at 2,250rpm. The 4-speed Ford synchromesh gearbox was removed from the engine on

delivery from Ford's and a Vulcan-Sinclair fluid coupling complete with housing was mounted on the rear of the engine; the gearbox was then fitted on the rear of the housing. A Hardy-Spicer universal drive shaft takes the drive to a forward and reverse gearbox mounted in the frame. Final drive to the wheels is through a jackshaft, fly cranks, coupling and connecting rods. It will be noted that the coupling rod is of an unusual shape with a lug towards one end where the connecting rod is pinned.

Forward and reverse speeds of 2.4, 4.95, 9.1 and 15.3 mph are available, and the locomotives are fitted with handbrake only which operates on all four wheels. They have a maximum axle load of 4 tons 18 cwt, can traverse curves of 60ft radius, and have a maximum tractive effort of 6,300lbs. Assuming the train to have a starting resistance of 18lbs per ton, they are capable of starting a 90-ton train on a 1-in-50 grade or 340 tons on level track, and can be used on track laid with rails as light as 25 lbs per yard.



Andrew  
Johnson

Photograph of 0-4-ODM Wagonmaster locomotive in the Hunslet Engine Co's works c.1962 (Chris Nicholson)

## Hunslet's bog railway locomotives Hunslet's bog railway loco



Taken on 7 April 2010 -

**ABOVE: Hunslet 0-4-0DM LM234** parked up on display

**BELOW: LM288** on the bog

*All photos on pages 6 & 7 by Andrew Johnson*



## locomotives Hunslet's bog railway locomotives Hunslet's bog railway



**ABOVE: LM323.** Taken 5 May 2005 whilst the Clonmacnoise & West Offaly Railway was still in operation as a visitor attraction. This railway was run by Bord na Mona in association with its visitor centre to show the public how the peat is dug from the vast bogs. The loco ran with a single carriage which the guide would stop at interesting features on the way round. This line closed in 2008 due to the peat being worked out.

**BELOW: LM 207** seen from the main road whilst it was ballasting the main line to serve the power station, on 7 April 2010



for









## SANTA SPECIALS 18 December 2010

**Opposite page:** First Santa train of the day gets under way at 1100 hours in sub-zero temperatures

**Above:** Carol Wood, and Brian and David Jenkins get ready for the crowds

**Left:** The jovial Reverend David Guest in party spirit at the Booking Office

*Photos: Ian Dobson*

# Terry Hodgson



Terry Hodgson who died in January 2011 was a driver on British Railways (possibly at Holbeck) and had joined the Keighley & Worth Valley Railway where he was also a driver. When Hudswell, Clarke 0-6-0T MSC 67 came to Middleton from Keighley in October 1995, Terry started coming to Middleton, as he had a great affection for the locomotive. He worked on its overhaul and return to steam and became a driver at Middleton.

Terry was also a good artist and Middleton has benefited from some of his works, a lasting reminder to a true steam enthusiast. Several of his paintings are to be found in the Engine House for all to see.

Failing health meant that he had to give up his active volunteering but he was still a regular visitor until the last few weeks of his life. His funeral service at Lawnswood Crematorium was well attended by friends and colleagues from both Middleton and the Worth Valley and ended with a recording of a steam train leaving a station and disappearing into the distance, no doubt at Terry's request.

Steve Roberts

*(Photo Peter Nettleton)*

# Hudswell, Clarke's 150<sup>th</sup> anniversary gala

Andy Hardy, our Operating Manager, writes:

*" This year celebrates the 150th anniversary since the first locomotive left the Railway Foundry of Hudswell, Clarke & Company Limited. The Company went on to produce thousands of locomotives for use on railways throughout the world.*

*The Middleton Railway is home to a number of Hudswell, Clarke locomotives, full-size and scale models and to celebrate this important anniversary the Railway will be organising a Hudswell-themed gala over the weekend of 17 and 18 June 2011. All available Hudswell locomotives will be in action, along with several on static display and the Railway's usual intensive timetable will be in operation with both passenger and freight trains. As we go to press, work is still in progress on the arrangements for the gala, so keep an eye on the Railway's website for further details nearer the time".*

Coincidentally, the year 2011 marks 50-years since the last Hudswell, Clarke locomotive was constructed in Leeds in 1961.

for



Two of the Hudswell, Clarke locos that reside at Middleton: 0-4-0ST Henry de Lacy II (HC 1309 of 1917) and fine-scale model of a 2-8-4T built in 1951 for Iraq Petroleum Company (Both photos: Howard Bishop)



A miscellany of photographs taken by Chris Nicholson at t



## the Manchester Ship Canal Gala on 19 September 2010





# 2010 Santa season a huge success

**Stan  
Holdsworth**  
h

## 2010 Santa season a huge success 2010 Santa

The 2010 Santa season produced a good financial result, although if we had had a good first weekend, the results would have been much better. As it was we got heavy snow which paralyzed the city of Leeds on the Wednesday before the first weekend, and that resulted in at least one large party who are regular travelers with us, cancelling their Saturday booking. Also the Saturday takings were down as a result of the weather. Generally for the rest of the Santa season we did quite well, and had very good reports from lots of our visitors who were very impressed with what we had to offer.

What made it much easier to administrate this time was that, following on from my pleading articles in *Old Run* last year, three families and one or two of our engineering staff, came forward to help. This meant that approximately 14 new helpers came forward to man the various jobs which Santa Season produces and needs to be done, and these extra helpers took some of the strain off the Railway's regulars. So-much-so that within the new helpers were three extra elves who worked very hard to complement our existing elves, and all 'worked their socks off' to give the children a good time. The Railway's Santa working staff are most grateful for these extra volunteers input, and I am hoping that they will all 'muck in' again this coming year to make it even

more enjoyable. Again, if you feel you can give your time to help us in December then please don't wait to be asked, volunteer now, so that we can invite you to the next Santa meeting which will be held in May, and you can find out how the experience for the visitors is assembled and marketed.

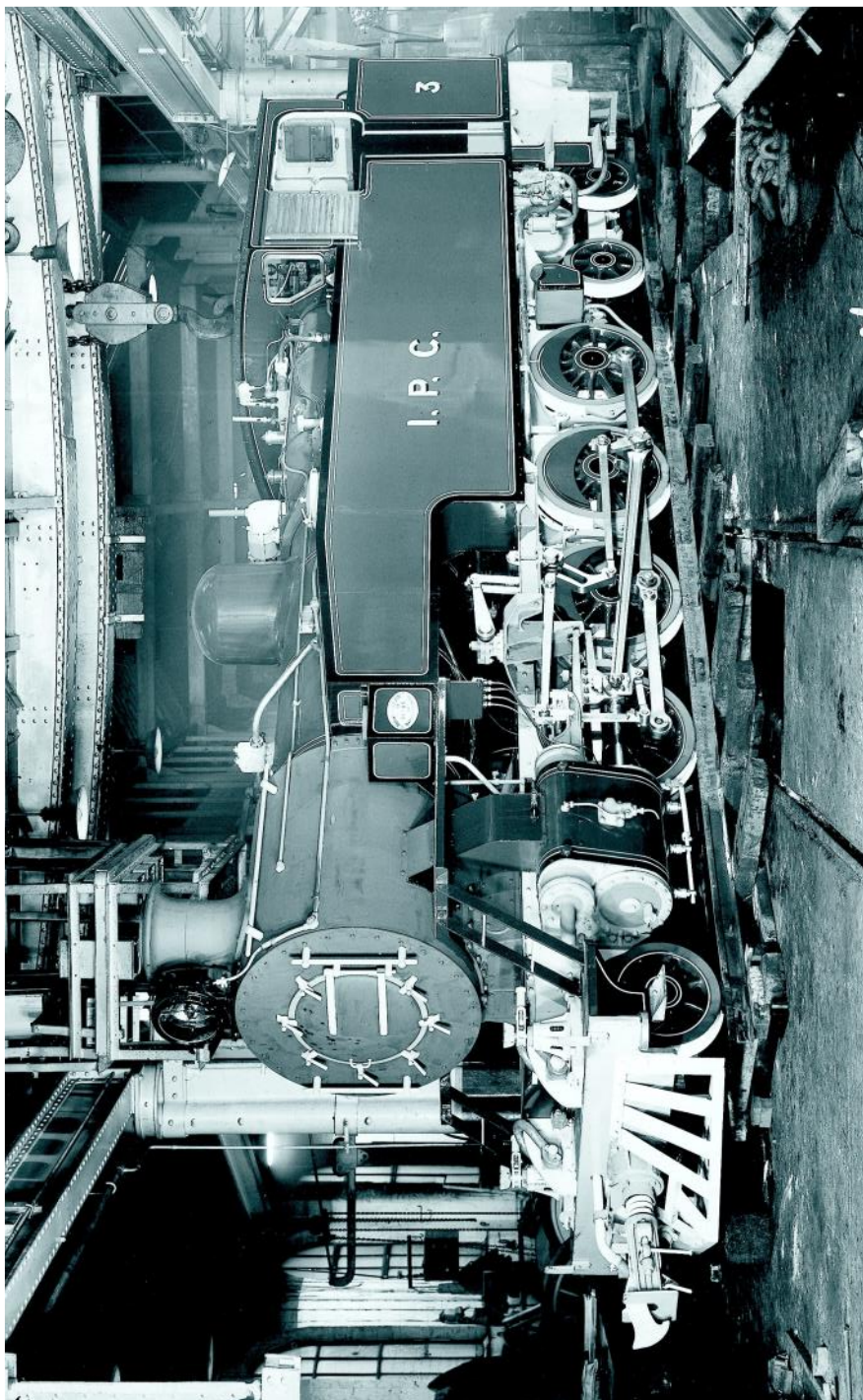
If one reads the Railway Press we were very fortunate to be situated virtually within the centre of Leeds, because other much-larger railways out in the countryside failed to run their Santa Trains and had to repay visitors bookings because they couldn't get to the railways, and also the railway's staff couldn't get in to man the trains. We at Middleton may be small, but we can usually run when other railways cannot.

Once again, thank you to everybody who helped in whatever capacity, and please come to our next meeting and join in the team who are planning 2011 Santa Season. If you would like to be involved, please leave your details on the Visitor Hotline which is 0845 680 1758 and I will get back to you as soon as possible.

Again, thank you.

*Stan Holdsworth*

Treasurer, and  
Santa Coordinator



Hudswell, Clarke 2-8-4T built in 1951 for the Iraq Petroleum Company in Leeds, is seen on board ship on its way from the UK to Iraq. A fine scale model of this locomotive was on display at Hudswell, Clarke's successor company's London headquarters, and was presented to the Middleton Railway during the construction of the Engine House, and can now be seen on display there





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## Leeds far-flung connections Leeds far-flung connections

Over the last few months, a number of members have sent in items about their visits to foreign places that reminded them of Leeds' locomotive builders and the Middleton Railway. In this issue of *Old Run* we feature some of them.

### South Africa

Your Editor visited South Africa in October. This included a train journey on the Premier Classe luxury train from Cape Town to Johannesburg, but also a visit to the Outeniqua Railway Museum at George in the Western Cape Province. Because of an 18-month drought in the area steam trains have been banned for some months, but he and Mary had the opportunity to travel some 30 kilometres from George up the Montague Pass in the Outeniqua Mountains, aboard a Wickham Power Van (motorised platelayers' trolley to most people).

This line from Cape Town to Port Elizabeth, via George, Camper and Oudtshoorn, opened in 1913. The 3'6" (standard gauge for Africa) track climbs over 600 metres to the summit of the Pass at a ruling gradient of 1-in-36, through seven tunnels, four passes, over waterfalls, and around sharp bends to achieve the necessary height affording panoramic views and sightings of fynbos, proteas, bird and animal life. The Wickham Power Van, built in 1954, was accompanied on the trip by a Trackmaster Power Van of 1959 vintage, and both vehicles have seats for 20 people. Quite a different kind of vehicle from Graham Parkin's Wickham railbus we once had at Middleton, but much more substantial than the Wickham trolley that stood on the platform of the old Moor Road station if we have memories that far back.

Of particular interest to Middleton members is the Hudswell, Clarke & Co 0-4-0ST (687 of 1903) which greets visitors to the Museum and a stablemate of our own *Henry de Lacy II* and others in our Hudswell collection.

An opportunity was also taken to see the 2'-gauge internationally celebrated heritage line at Port Elizabeth from where runs the Apple Express for 72km inland to Loeie in the Eastern Cape Province, over the Van Staden's River Bridge the highest 2'-gauge railway bridge in the world. A week after our visit the Apple Express ceased operation!

### Denmark

Kris Ward went to Denmark in November, where he called in at their National Railway Museum. They have a couple of Hs locomotives like ours, though there seems to be a lot of detail differences.

There is an interesting story about these engines. The Danish Railways didn't use shunting engines much to begin with, using the train's locomotives to do shunting work instead, as tends to be the practice on many railways these days. Many of the early locomotive orders for Denmark were split between Hartmann in Germany and Robert Stephenson in the UK and the influence of both countries can be seen in their engines. Our Middleton loco, Hartmann-built DSB Hs 385 has quite a continental look to it. When they were built they looked quite different though and even had British style copper capped chimneys. These were removed when DSB took over the Zealand railways.

As well as sister engine Hs 363 the Danish Railway Museum has a working example, though it wasn't

## Connections Leeds far-flung connections Leeds far-flung connections

operating while Kris was there. They also have a model demonstrating how these engines were used for loading the train ferries, of which Denmark had huge numbers though many of them are now replaced by tunnels and bridges.

### Wales

Andrew Johnson was in Porthmadog in late October to see the first through

trains from Caernarfon. He sent a picture of the replica of the Lynton and Barnstaple Railway's Manning Wardle 2-6-2T loco *Lyd*. It is seen on the first through passenger train from Caernarfon which had been hauled by NGG16 87 and was shunted into Porthmadog by *Lyd*.

FOR

**See pages 20 and 21 for photographs accompanying this article.**



The Apple Express: Garrett locomotive (Upper) and modern diesel traction (Lower) hauling the same on 9 October 2010 at Port Elizabeth, South Africa. The Garrett is similar to the ones now running on the Welsh Highland Railway (Howard Bishop)







Above: Leeds-built **Hudswell, Clarke 0-4-0ST (687 of 1903)** in the Outeniqua Railway Museum, George, Western Cape Province, South Africa. Inset: Railway Foundry works plate  
 Below: **Wickham (1954) Power Van** and **Trackmaster (1959) Power Van** at the summit of Montague Pass in the Outeniqua Mountains (Both: 11 October 2010, Howard Bishop)



Leeds' far-flung



Above: Hartmann-built DSB Hs 363 in the Danish National Railway Museum  
(Kris Ward)

Below: Manning Wardle replica Lynton & Barnstaple 2-6-2T Lyd at Porthmadog on 30 October 2010 (Andrew Johnson)



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# Moor Road happenings

## Moor Road happenings Moor Road happenings Moor Road

**1601 MATTHEW MURRAY** The 'blow from the chimney mentioned in the last Old Run was found to be nothing more than a gasket joint in the main steam pipe and was relatively easily rectified. However, during the investigation into this it was found that the left hand valve spindle was loose where it attached to the valve buckle and splitting the valve rod from the guide rod turned into a challenge of man against machine. Man eventually won but it took several days of determined effort, the making of a special tool and a good bit of heat before the battle was over. Carrying out the repair was straightforward and only took a couple of hours after that! Once back together, *Matthew Murray* was available for the Santa Specials and was used throughout. It has now been winterised and awaits its annual boiler inspection, to be carried out shortly.

**No. 67** Was used over the New Year holiday. It is available for traffic although it has been winterised. Its boiler exam will become due at the beginning of May. We are hopeful that no problem will be found and the loco will see out the rest of 2011.

**No. 6** No progress to report.

**1210 SIR BERKELEY** Presently winterised and awaiting its annual boiler inspection. It is likely that it will be used during April if the weather is favourable to the crews, It is due to go on extended loan to Shildon at the end of April.

**No.11** Again, there is little to report in the way of progress.

**No.1310 (LNER Y7)** The Y7 has continued to be the main focus of attention. At Loughborough, the boiler

was ready for filling with water by the beginning of December but, because of the freezing conditions, it was impossible to do this. In the end, the hydraulic test for the boiler inspector was carried out shortly after Christmas and then it was a race to get the steam test out of the way before the Boiler inspector went on holiday. The steam test successfully concluded, the boiler duly arrived back at Moor Road on the 26<sup>th</sup> January.

Prior to the return of the boiler, work had continued on the chassis. The valve gear has been fully overhauled, requiring much re-bushing of components and manufacture of new pins. This was all eventually completed and fitted up. The coupling rod bushes were found to be quite worn and these have been bored out, lined with white metal and machined back to correct size. At its last overhaul, the loco was fitted with a Wakefield Mechanical lubricator, which was borrowed from another loco. It was decided to do away with this and revert to the original lubrication arrangement with oil pots and trimmings. However, it was felt desirable to provide a mechanical lubricator for the valves and cylinders and a Centralube DP60 single feed lubricator has been fitted for this purpose. It is situated between the frames, almost out of sight.

The front buffers were in poor condition and these have been dismantled for overhaul. It was found that the springs had at some time in the past been replaced with a rather Heath Robinson arrangement of rubber pads and steel plates.. The original springs are likely to have been volute ones but the replacements will be a more conventional helical compression spring. We are presently awaiting

**Steve  
Roberts**



quotes for these. The buffer housings were also quite worn and these are presently machined out so that sleeves can be fitted. With the return of the boiler, it was necessary to have a major shunt to extract the chassis from the back road of the workshops and whilst this was being done a problem occurred with the valve gear jamming, the cause of which we have not fully ascertained. Suffice is to say that it suffered some damage to the various links on the left hand side. Repairing this has obviously been extra, unplanned work but it has now virtually all been completed.

The boiler has now been re-united with the frames, not without some difficulty as the front part is all new plating and the new smokebox was found to be slightly too narrow at the front. Work presently proceeds on drilling the many holes in the smokebox to both fit it to the boiler and to the frames. We are still hopeful that the loco will be ready for traffic by the end of April but there is still much to do before then. (See photo of Y7 on page 26)

**Sentinel No.54** The shunt to release the Y7 created a space in the workshops and the Sentinel has been brought in to fill it. It is not intended to start work on this until the work on the Y7 is complete but the intention is to re-start the overhaul in the next few months.

**Fowler 4220033** As a consequence of the grand shunt mentioned above, the Fowler made it into the workshops. It has since moved yet again and now resides in the old workshops. A little bit of work has been done towards the fitting of vacuum brakes in that a mounting bracket has been made for the vacuum exhaust. It has been trial fitted but requires slight modification before final fitting. Work on the design on the vacuum brake system is continuing. We have failed to acquire a suitable vacuum/air proportional valve and a design is being prepared to allow us to manufacture one in-house.

**5003 AUSTIN'S No.1** Work on the axlebox modifications is now complete with the fitting of the new lubrication pots and associated pipework. This has enabled the loco to be dropped back onto its wheels once more. Painting of the frames and wheels is now complete and they are resplendent in a maroon colour. The long and slow process of preparing the cab and bonnet for painting is ongoing. The engine has also been receiving attention, including work on the fuel injection system and cooling water system. An oil change has also been carried out.

**D2999** In the last *Old Run* I wrote the following words: -'It is probably tempting fate but this Brush diesel is performing satisfactorily at the moment.' Never were truer words written! Whilst being prepared for service on Santa Specials the engine suddenly started making a loud noise and was hurriedly shut down. Investigation of the cause found that a valve rocker pedestal had broken, as had one of the valve push-rods with some other minor consequential damage. The loco is presently residing in the Engine House whilst we endeavour to find a source of replacement parts, a task that is not proving too easy at the moment.

**138C**, With *Austin's No.1* under overhaul and the aforementioned problems with D2999, 138C has seen very regular use over the last few weeks. However, it too, has decided to have a tantrum and threw up a problem with a loose alternator drive pulley. It is currently under repair but we are hopeful that it will be back in service within the next few days.

**D577 Mary** As a consequence of all the problems with our 'modern' diesels, we have had to turn to Mary, one of our oldest, for routine shunts and PW trains.

**1786, D631, and 7401** are all serviceable and used as required. All other locos are stored, either on display in the Engine House or awaiting overhaul.

### Carriage and Wagon Notes

**Lowmac** We managed to fit one of the new buffer beams to the vehicle before it needed to be used for PW trains. The second buffer beam will now be fitted as soon as time and manpower permit. The damaged spring buckle mentioned in the last Old Run was successfully repaired and the spring re-fitted.

**LMS Van M85133** Internal fitting out has now been completed and the van has been moved outside and now resides at the back of the new workshops adjacent to the coal pile in its new role as a stores van. The shelves have been filled with much of the materials that have been stored in the Southern PMV for the last 25 years.

**Coach 2084** It seems that the alternator drive system on this coach is not going to behave itself. No sooner had the new drive sprocket and mounting been fitted to the axle than the gearbox drive to the alternator failed. Stripping of the gearbox revealed that two of the gears were badly damaged. The only realistic alternative was to replace the gearbox with a modern equivalent and this has now been done. Inevitably, the new gearbox was not the same as the old one and this necessitated some modifications to make it fit. Other work on this coach has been the manufacture and fitting of a new battery box, enabling the batteries to be located underneath the vehicle, rather than inside, as was previously the case.

### Around Moor Road

As usual, there is often much going on that is not related to locomotives and rolling stock, which doesn't tend to get reported.

**New South Gates** The new south gates have at long last been fitted and brought into use. They still require finish painting, a task that will wait until the better weather and less pressure on our workforce to do more urgent jobs.

**Winter PW Work** Not quite 'Around Moor Road' but this year's winter permanent-way work has been the replacement of the last remaining lengths of timber sleepers track installed by T W Ward for the NCB in 1959. In all, 167 timber sleepers have been replaced with concrete ones and work presently focuses on the dropping of stone ballast and lifting the newly laid track to the correct height and packing the sleepers. These few words cover quite a large number of volunteer man-days.

**Van 1074** This ex-Southern Railway Parcels & Miscellaneous Van (PMV) was acquired some thirty years ago, initially for storage but with the eventual possibility of conversion into a coach. Its acquisition coincided with the Railway having to vacate its original base in Claytons' Dartmouth Yard and the vehicle was filled full of various items of spares and equipment that we had collected over the preceding years. It has remained essentially in this capacity since that time, much of the materials laying undisturbed in all that time.

However, the need for a third coach has become greater in the last few years, not because of increasing traffic levels but primarily to enable us to withdraw one of the other coaches for maintenance and repair. As part of the grand plan (yes, we have one!), the overhaul and repair of the LMS van has

## happenings Moor Road happenings Moor Road happenings Moor

enabled us to transfer much of what was stored in the PMV into this vehicle. This work has uncovered some unknown treasures, such as an unused boiler top plate for the Sentinel (we had to have a new one made for its last overhaul, not knowing we had this) and much of which can only be described as junk, nowadays. The van is now empty and work will hopefully start on the conversion to a coach later this year.

**WINDLE** Over the years the Railway has received several enquiries as to whether we would be willing to sell Windle. As our first steam locomotive, we have always felt that it had a place in our collection. However, we recently had another request and your Council discussed this at great length. Whilst we were reluctant to part with the

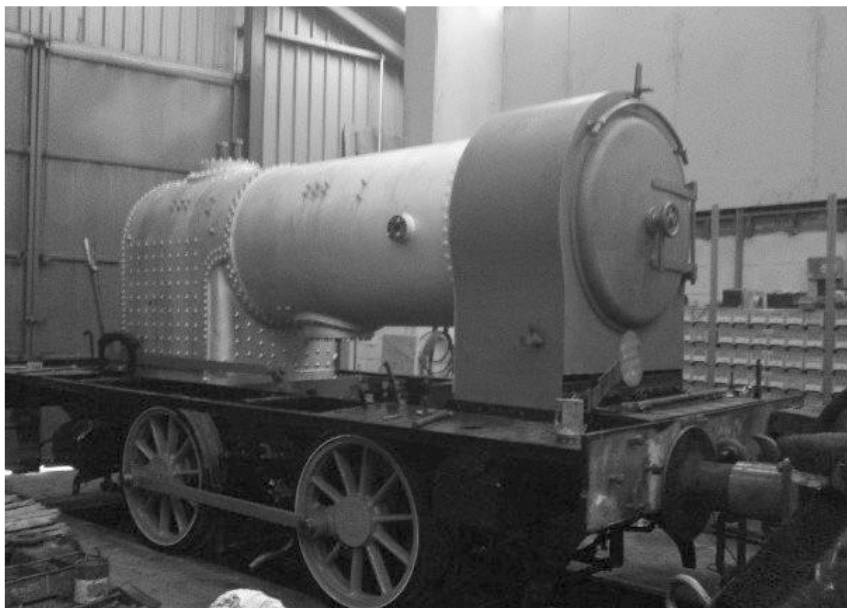
loco, we could see no practical possibility of any work being done on it for a number of years and it was going to continue to sit outside being ravaged by the elements and continuing to deteriorate. This offer to buy came from an individual who owned several locos and had a proven track record in their overhaul. He also offered undercover accommodation. After much debate, the Council decided that the best decision for the future of the locomotive would be to agree to its sale and the loco has now left the Railway and presently resides at the Ribble Steam Railway, Preston, where it will be restored over the next few years. It is likely that the loco will pay a visit to Middleton once it is operational, again.

FOR



This vintage photograph taken by Phil Horton taken in 1982 shows **E. Burrows 0-4-0WT (EB53 of 1909) Windle** standing at the passenger platform by the van-bodied shop ready to propel the passenger train to Park Halt. How things have changed!

# Moor Road happenings (continued)



28 November 2011, and in fading light the passenger train braves the snowy conditions en-route to Park Halt  
*(Andrew Johnson)*

## Old Ordnance Survey Maps: Leeds (Pottery Field) 1847 (Leeds Sheet 19)

This recent Alan Godfrey reprint of an old Ordnance Survey map covers part of the Middleton Railway route as it was in 1847. Most of Alan Godfrey's reprints of old OS maps are based on the scale of 1:2,500 (25 inches-to-the-mile), but this is one of a larger-scale series covering parts of Leeds at a scale of 1:1,056 (or 5-feet-to-the-mile), reprinted to the scale of one yard to the mile. Titled Leeds (Pottery Field), this sheet covers the Middleton line ("Railway from Middleton Colliery to Leeds") from the coal staithes in the north (Kidacre Street is not marked) southwards to the site of the Leeds Pottery. The bottom of the map cuts off just north of the Middleton's crossing of the main line link from Hunslet to Wellington terminus, shown as "Branch of the Leeds and Bradford Railway".

South of the coal staithes, the Middleton is shown as "plain track" except for two sidings, and the possible site of a third. South of the "North Midland Railway Station" passenger building, the "Leeds Iron Works" is shown, on a site now within the southern end of the Crown Point Retail Park. This Works lay on the eastern side of the Middleton, to which (in 1847) it was connected by a siding. A separate siding (via a wagon turntable) connected the iron works to the North Midland yard. Just north of the Leeds Iron Works siding, another short track diverges in a northerly direction on the west side of Middleton route, but this MR track only just crosses the Middleton's property boundary line, near a reservoir, beside "tinters" (outside racks for drying cloth) which appear to be linked to "Potter Dale Mill (Woollen)" on the Dewsbury Road. *[Sheila Bye comments: Don't know anything really about this siding. The MR might*

*just have been going in for the water – perhaps the Mill owners let them take water for locos from their reservoir. This would have been a very convenient place to fill up ready for the journey back to Hunslet Carr.]* Although no Middleton siding is shown on the Leeds Pottery site in 1847, a (non-rail) track diverges north westwards from the Middleton right of way in such a way that it might previously have carried a rail connection into the Pottery. *[Sheila adds: There had been a 154 yards long MR branch line into the Pottery Yard as far back as 1787, but I don't know when it became disused – presumably when the Pottery closed down.]*

Elsewhere on the 1847 sheet, to the east of the North Midland tracks, both the "Airedale Foundry" and the "Railway Foundry" are shown, both indicated as "(Iron and brass)" at this stage, despite their later role in locomotive building under Kitson and Hudswell, Clarke. Both foundries are linked by rail to the North Midland Goods Yard by a long "siding" and a wagon turntable. On Leathley Road, a "Spanish Leather Works", complete with "Tan Yard", no doubt then added to the distinctive smells of South Leeds. John Fowler later expanded his engineering works in this area. On the back of the map, in normal Alan Godfrey style, is a text linked to the historical context of what can be seen on the map, in this case by Suzanne Grahame, together with some entries from a street directory of the time.

**Original scale of 1:1,056 (or 5 feet-to-the-mile), reprinted to the scale of one yard to the mile. Alan Godfrey Maps, Prospect Business Park, Leadgate, Consett, DH8 7PW, reprint published, February 2009.**

*(MRT Archivist Sheila Bye has appended additional notes as shown)*

for

## Dear editor, "I must say....."Dear editor

## Trying Trains

For twenty years or more I didn't use trains, although I continued to extol their historic and future importance. This was due to a particular day's travel in 1980. We had privately arranged an exchange visit for our 10-year-old daughter with a Norman girl from Le Havre. Celine's father brought her over by car during a business trip and three weeks later I borrowed a car to take the children to Newhaven and put them on a ferry back to France. That was before they built the M25 which made it a long journey. I decided to pick my daughter up again by train when she returned and hang the expense.

It was a Sunday and I found that if I set off at 8am from Huddersfield I'd have a nice steady run to meet the boat in the early afternoon followed by a pleasant trip home. I like trains. The trip from Leeds to London was most enjoyable and I bought tea and sandwiches when I arrived. My connection to Newhaven sauntered down to the coast and, though a little late, I was there half an hour before the ferry was due.

For something to do while I waited, I asked at the ticket office if the boat and boat train would be on time. "Where you going then?" "Huddersfield." "What - today?" "Yes". "You've no chance! Trains come when they feel like it and the boat's got a mind of its own."

Thus spake British Rail. It was no use arguing so I went back onto the platform, which is on the pier, and there was the boat, about a mile away, steaming into port. As I craned my neck for a better view the train gently rattled into the station behind me. This was too good but I resisted poking my tongue out at the ticket man. I met Leonora and we found some nice seats on the train. After a while it ambled off to stop at every possible excuse. I swear that it waited at level crossings to let the cars go by.

Very late in London we leapt into a Tube and on leaving it ran the rest of the way just managing to jump on to our train as it started to move out of King's Cross. You could still board a moving train at that time. We'd made it, just, and congratulated ourselves as the Intercity roared off north, only to stop near Peterborough for forty minutes, due to track maintenance. Away we went again at high speed and some time later a nice Jamaican voice blew into the intercom: "(haw) This is yuh Guard speakin'. Am sorry for anybody wantin' to get off at Grantham, the driver forgot to stop. But don' worry, get off at Newark an' we goin' to send yuh back. Sorry about that." He said this so nicely that, except for the Grantham passengers, the whole train laughed.

Late in Wakefield we left the train only to be put back on again by a porter, who said we'd missed the Huddersfield connection but that they were holding one for us at Leeds. We arrived in Leeds at 11 pm on a Sunday night. There being no staff about and no announcement, we ran to the barrier to ask where the Huddersfield train was and got back to see it's taillight disappearing into the distance.

I'm a patient man and I understand that unforeseen difficulties occur in any operation, but, if any of these are due to stupidity or downright incompetence, I tend to lose my rag. I grabbed a man in uniform and in high decibels told him what I thought of his damned railway. I grabbed another and another till I had five in a ring with my little daughter's face looking up from the middle. I don't know what they said but I know what I said and it was in direct language. Then a sixth began to tug at my elbow and shout in my ear till I was forced to listen. "Oh, what is it?" "They're sending the train back for you". "They can't do that! Can they?"

or," I must say....." Dear editor," I mu

He pointed to a tiny red light coming towards us in the distance and I collapsed like a burst balloon. I offered apologies all round, which they kindly accepted; it wasn't them I was shouting at but their uniforms etc, etc. The expressions of the passengers when I stepped onto that train are pictures engraved in my memory. We arrived home around 12.30, after a 16 1/2 hour journey.

These days my pal and I, in a van, will travel down to Guildford, fit a house full of carpets and be back in Huddersfield for 11 pm. In thirty years I've only used one other mainline train, but what a beautiful train that was, the Northern Belle, newly built and designed by a friend of mine. I didn't mind what time we returned on that.

**Chris Huck Member No. 1499/L7  
Scammonden  
Huddersfield**

## Singed Eyebrows

I always enjoy reading John 'Prentice' Cowling's surreal and irreverent *Singed Eyebrows Saga*, but must point out that its airing in the Summer 1992 *Old Run* was at least its second and possibly its third!

The Saga was first published in the Winter 1972/3 edition of *Old Run*, and the 2010 explanatory Editorial Notes copied from the 1992 'repeat' give plenty of clues to its true age: e.g. "by 1992, we had already had a brick ticket-office/shop, a proper paved platform, and real coaches on the train for almost a decade". The Middleton Railway of *The Singed Eyebrows Saga* was long gone by 1992, but some of the spirit and humour can probably still be found even now, lurking under the paper-work and the demanding bits of metal.

**Sheila Bye  
Bradford**

## The Joy Family of Leeds

I was interested in your piece on David Joy in the recent *Old Run*. One day I shall do the on-line Methodist dictionary entry for the Joy family and your article will then come in useful. His father was a leading member at Oxford Place Methodist Church, and until its rebuilding in the 1980s there was a monument to the family in what had become a vestry by the rear entrance. A copy of the inscription is shown below. The actual inscription still exits at Oxford Place but the rest of the monument was destroyed. I suspect that David Joy drifted to Anglicanism but not William Glover Joy, presumably his brother, who in 1864 was described as an oil merchant. A Liberal, he was Mayor of Leeds in 1869 and later a member of the Leeds School Board.

Interestingly, the last owner of Thwaite Mills was W.L. Horn(e), on which it came into local authority hands. He had been a member at Centenary Methodist, Waterloo Road, Hunslet, and I believe came from an early Methodist family. I often wonder if Horn was related to the Joys.

*"In the adjoining cemetery, lie the earthly remains of Ruth the beloved wife of Edward JOY of this town, esquire who made the solemn exchange of worlds on 12<sup>th</sup> of January 1852. The memory of her virtues is affectionately cherished by her bereaved family who design to perpetuate the recording of their grief and love by erecting the monumental*

**Continued at the foot of the  
next page**



## TUESDAY SOCIAL EVENINGS AT THE ENGINE HOUSE MOOR ROAD AT 7.30 P.M.

1 Mar 2011  
5 Apr 2011  
3 May 2011  
7 Jun 2011  
5 July 2011  
2 Aug 2011  
6 Sep 2011  
4 Oct 2011

Jamie Guest—Cold Wednesdays in March (Leeds Horse Tram)  
Derek Rayner—Steam rollers—a retrospective assessment  
A Johnson—Leeds at home and away and Freedom of Scotland 1987  
Australia 2009  
Ian Dobson—Seen on camcorder part 2  
TBA  
Howard Bishop—Leeds local heroes and Steam in Zimbabwe  
TBA

### 2011 Special events

(Subject to confirmation—please check on line nearer the dates)

1 & 2 May 2011	Bluebell Walks in Middleton Park
29, 29 & 30 May 2011	Family weekend—intensive timetable
18 & 19 June 2011	Hudswell, Clark locomotives weekend
2 & 3 July 2011	Model Railway exhibition
17 & 18 September 2011	Autumn Gala weekend
29 & 30 October 2011	Halloween weekend—ghostly goings-on
3,4,10,11,17,18 & 24 December 2011	Santa trains



**THE LEEDS AND  
DISTRICT TRACTION  
ENGINE CLUB**  
incorporating the  
**British Fairground Society**

### SOCIAL EVENINGS

All the socials commence at 7.45 for 8 p.m. on the third Tuesday in the month, and are held at Dewsbury Road Social Club, 393 Dewsbury Road, Leeds 11. Members of the Middleton Railway are invited to attend and take part.

Web - [www.leedsdistricttractionengineclub.org.uk](http://www.leedsdistricttractionengineclub.org.uk)

Tuesday 15 March 2011  
Tuesday 19 April 2011  
Wednesday 18 May 2011  
Wednesday 15 June 2011

Annual General Meeting  
Pickering Rally 1967 and collection of Fowler photos  
Visit to Armley Mills Museum, Leeds  
Pie and pea Supper at WR Small Loco Society's HQ, Tingley.

### "Dear Editor...." continued from Page 29

Tablet and inscribing it with their grateful praise to him whose grace qualified for the heaven to which His infinite wisdom has removed her. Also in Adel Church Yard near this town the above named EDWARD JOY ESQR who departed this life January 5<sup>th</sup>, 1862 aged 73 years.

*Early he consecrated himself unto the Lord and lived a life of domestic happiness, useful benevolence and honourable reputation closing it in mature years with a good hope, and in unruffled peace.*

Alfred Bromley, Sculptor Leeds"

**Colin Dewes  
Leeds**

**for**

## DEADLINE FOR NEXT ISSUE 15 MAY 2011



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(Limited by Guarantee and not having a share capital)

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Smoke and steam hang in the air as **Manning Wardle 0-6-0ST**  
**Matthew Murray** tackles gradient with the 1140 train from  
Moor Road to Park Halt on 28 November 2010  
(Andrew Johnson)

